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The... **Union Tailors**

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215 San Antonio St.

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Best goods at lowest prices. Fit guaranteed.

Prices Moderate.

A Full Line of Fancy Spring and Summer Suits.

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PERFECT CONTENT



is bound to be yours when you get inside of one of our faultlessly laundered collars, cuffs or shirt. The color and finish are exquisite. There are no frayed edges or torn button holes to annoy you from any work done at up-to-date laundry.

TROY STEAM LAUNDRY
TELEPHONE 278.

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See those fine Hammocks at Irvin.

LINK AND PIN.

THE OTHER SIDE.

The Back Shop Men of the G. H. Say They Contributed Their Share to the Purchase of the New Flag.—Subscriptions too Numerous.—The Purchase of the Old Flag Discussed.

Some days ago the HERALD published an article saying that the back shop men of the G. H. & S. A. did not contribute their amount to the new silk flag which is to be raised at the shops on the Fourth of July. The article was published as an interview and yesterday while the reporter was making his rounds he was called by one who claims to know whereof he speaks, and the following speech was delivered:

"You have been misinformed in this matter. We have all contributed the best our means would allow and we should like to have the credit for it. When the old flag, which is now considered worn out, was purchased the back shop men gave a great deal more of the purchase money than was required of them and when the subscription list for the new flag was sent around we all contributed as much as we could."

"The fact of the matter is subscription lists are altogether too numerous around railroad shops anyway. Every time a man gets a splinter in his finger somebody grabs up a paper and starts a subscription list. It is nothing unusual here. This same condition exists every place where railroad shop men are employed. I have worked in Albuquerque, San Marcial and many other places and I have found subscription lists circulating continually in all of them. I can further state that I quit the shops in Albuquerque to quit them."

"First one man needs assistance on account of a broken arm. Another man and left a large family. This one got into trouble and another one wants assistance in order to get out of trouble. Missionaries call on us and they cannot be refused. Someone has an old car or a pig to raise and we are all expected to come in and purchase tickets, and such people never sell anything for less than a dollar."

"Under such conditions it is very difficult for us to keep even with the world and a halt must be called sometime. It seems as if some people are under the impression that all we have to do is to work and when our pay comes distribute our money among our neighbors. As for one I would like to use some of my money and have determined to place a few of the numerous subscription papers on the extra list."

"It would be proper for you to state that the back shop men have contributed all that could be reasonably asked of them for the purchase of the new silk flag."

Officials to Blame for Bad Firing.

I have carefully read the article in your May number headed "Resenting Our Articles on Firing," and I believe that every word in it is true. The blame, however, of any resentment against you or Locomotive Engineering in the case is not due to any prejudice on the part of the firemen so much as to the injudicious way that the officials try to compel your methods of firing to be followed. In the article you say that the officials of the Burlington, Cedar Rapids & Northern railway do everything in their power to make it convenient for the men to fire in a continuous fashion; that they have put bell ringers upon the engines and low seats for the firemen, besides having the coal broken up and the draft appliances kept in first-class order. While repeating advice about your methods of firing, other officials pay no attention whatever to the advice given to them. They take the whole of the thing as applying only to the engine men, and they pay no more attention to providing conveniences for good firing than if they had no interest whatever in the engines.

On the road where I am at present, the coal is dumped upon the tender in lumps that are limited in size only by the ability of the coal man to get them into the buckets. Shovel plates are often in bad order and the grates in such bad shape that they can hardly be used. The firemen, as a rule, are up-to-date enough to assist in every possible way when called upon to do so, but all the encouragement they get from the officials is abuse when they cause smoke or fail to keep the engine hot. Trainmen, as a rule, are always ready to co-operate towards a reduction in expenses if those above them would only do their part in an intelligent way.

There is certainly some feeling against you and Locomotive Engineering at present, but I am satisfied that

there will soon be a re-action and that God will show the right.

JAMES WATSON.

Montreal, Que.

To Regulate Texas Trains.

The power of the railroad commissioners of Texas is very nearly absolute and the travelers in that state are assured that a reasonable complaint against the railroads will receive attention. Numerous complaints were made to the commission of the failure to make connection at Hearne about 3 o'clock in the morning, the Houston & Texas Central leaving before the International & Great Northern arrived. The commissioners proposed to regulate the matter and issued the following order:

"It is ordered that notice be and the same is hereby given to the International & Great Northern railroad and the Houston & Texas Central railroad companies that the railroad commission of Texas will, on Thursday, June 15, 1899, at its office in Austin, take up and consider the matter of the time schedules of passenger train No. 2 of the International & Great Northern railroad, and passenger train No. 3 of the Houston & Texas Central railroad, both being north bound trains, with the view of determining whether or not they may be so arranged as to make a reasonable connection at Hearne for the accommodation of passengers destined to points north of Hearne."—Ex.

To Abolish Texas Agencies.

A strong effort is being made by the Texas lines to have all foreign agencies within the state abolished. The Texas lines claim that the laws of the state are very rigorous in regard to railroads, and the constant soliciting of business by outside lines has a tendency to demoralize the rate situation, which results in decreased revenue from their local business. The power of the railroad commissioners in the making of rates within the state is absolute and they will not tolerate reduced rates on interstate business without giving the local shipper with in the state the same advantage. Chairman Campbell puts the question to the outside lines in a very convincing form, and concludes within the request that all outside agencies be abolished on or before June 30.—Kansas City Journal.

Sparks From the Engine.

Work is progressing rapidly on the main line extension of the E. P. & N. E.

H. A. Shrock, night agent for the Texas & Pacific at Toyah, was in the city yesterday on business.

Several bets were made among the railroad men today on the result of the Fitzsimmons-Jeffries fight which occurs tonight. Fitz seems to be the favorite.

There are no switch signals used between San Antonio and Los Angeles on the Southern Pacific and the great need of them is being felt every day and night.

"All we lack in the back shop," said a G. H. & S. A. man yesterday, "are electric fans. With the fans we could boast of having the best railroad shops in the country."

Some of the railroad men are talking of giving a dance at the Mesa Gardens one week from tomorrow night. The air will be cool and a very enjoyable time could be had.

A shot fired in the vicinity of the Southern Pacific depot last night about 11 o'clock created a great deal of excitement. An investigation was made but no one could be found who knew anything about it.

The 956, the G. H. engine which was so badly used up in a rear end collision east of here several days ago, is about ready to send out again. The 802, which was in the same wreck will not be able to move for several weeks.

The pleasant smiles of Arthur Eal and, foreman of the bridge and building crew on the G. H. & S. A., are again visible on this end of the line. He was sent here to relieve Foreman Fletcher, who is suffering with a severe attack of the measles.

Chas. Coughlin, who has for months past been employed at the Joint warehouse, has resigned his position there and can now be found at the grocery store of Johnnie O'Neil. Mr. Coughlin has the respect of all who know him and he will doubtless make a success in his new venture.

The 812 on the G. H., known as the Compound, is again in trouble. She was in the back shops for several days receiving repairs and turned out Tuesday night. When she reached a point

a short ways down the line from here she met with another accident and was returned here in a badly crippled condition. Workmen are placing her in condition for service.

The Boston and Albany's new big passenger engine is hauling express trains, when desired, seventy miles an hour, and the superintendent of motive power is confident that the engine will, when running smoothly, cover ninety miles an hour with ten or twelve cars.

There seems to be a great desire to have an electric light placed over the G. H. & S. A. turntable. It is a game of chance working nights with the engines in that vicinity and some of these nights somebody will get hurt and then somebody will have to pay somebody damages.

Conductor Frank Prouty arrived here yesterday from Mexico where he has been employed for some time past on the Mexican National railroad. Mr. Prouty is one of the oldest and best known conductors in the southwest and enjoys a large circle of friends. He will visit points in the east and will not return to Mexico for several weeks.

Tuesday afternoon Engineer Kid Hadlock started east with engine No. 112. When at a point a short distance from here the side rod broke and for a time, it seemed to the engine crew as if the world had certainly come to an end. The rod whirled at a full rate, and at each revolution it was demolishing the cab. It looked as if the engine would go into the ditch, but fortunately it did not and all on board escaped uninjured.

Summer Resorts

Many delightful summer resorts are situated on and reached via Southern Railway. Whether one desires the sea-side or the mountain, the fashionable hotels or country homes, they can be reached via this magnificent highway of travel.

Asheville, N. C., Hot Springs, N. C., Roan Mountain, Tenn. and the mountain resorts of East Tennessee and Western North Carolina—"The Land of the Sky"—Lake Springs, Tenn., Oliver Springs, Tenn., Lookout Mountain, Tenn., Monte Sano, Huntsville, Ala., Lithia Springs, Ga., and various Virginia Springs, also the seashore resorts are reached by the Southern Railway on convenient schedules and very low rates.

The Southern Railway has issued a handsome folder, entitled "Summer Homes and Resorts," descriptive of nearly one thousand summer resorts, hotels and boarding houses, including information regarding rates for board at the different places and railroad rates to reach them.

Write to C. A. Benscoter, assistant general passenger agent, Southern Railway, Chattanooga, Tenn., for a copy of this folder.

Summer Rates.

Commencing June 1st and continuing until Sept. 30th 1899 the Queen & Crescent route will place in effect from all coupon stations regular summer resorts in east Tennessee, North Carolina, Virginia and northern Alabama good until Oct. 31st. The Queen and Crescent offers to the public excellent service. Train leaving New Orleans daily 7:30 p. m. arrives Cincinnati next morning 7:30 thus giving twenty-four hours schedule, carrying Pullman Buffet sleeper. There is also through a Pullman sleeping car on this train to New York, running by way Chattanooga, Bristol, Lynchburg, Washington and Pa. R. R. thus penetrating the very heart of the summer resorts. Train leaving Shreveport daily at 9:10 a. m. carries through Pullman sleeper to Chattanooga, where change can be made into the Cincinnati or New York sleepers without getting off train.

For detailed information as to rates, routes, etc. apply to any ticket agent or T. M. Hunt, T. P. Dallas, Tex., R. J. Anderson, A. G. P. A., or Geo. H. Smith, G. P. A. New Orleans.

Best All-Year Route to California

Is the Southern Pacific. The traveling public can easily understand this when it is known that this is the only line running coaches through to California points without change, the only line running tourist sleepers direct from El Paso to Los Angeles and San Francisco, the only line running Pullman palace cars direct to the above named cities without transfer and the only line running buffet cars, thus enabling passengers to obtain their meals at hours convenient to themselves. Seventeen hours shorter time to Los Angeles than by other lines.

No changing cars during nights, enroute.

Parties going to the Pacific Coast for a rest should make a note these facts.

T. E. HUNT,

Com'l Agent.

W. M. Gallagher, of Bryan, Pa., says: "For forty years I have tried various cough medicines. One Minute Cough Cure is best of all." It relieves instantly all cures all throat and lung troubles. Fred Schaefer druggist.

IRON MOUNTAIN ROUTE.

For the **North and East,**

Via **MEMPHIS OR ST. LOUIS,**

In Pullman Buffet Sleeping Cars.

This is the Short and Quick Line,

And **HOURS ARE SAVED**

By Purchasing Your Tickets via this Route.

For further information, apply to Ticket Agents of Connecting Lines, or to

J. C. Lewis, Traveling Pass'r Agent,

Austin, Tex.

H. C. TOWSEND, G. P. and T. A., ST. LOUIS.

Carrizo Springs MINERAL WATER

The Greatest Blood Purifier in the World.

This famous Mineral Water is now used and prescribed by the best physicians in the country and is proving itself a wonderful adjunct to the medical profession.

If you will but study and compare its analysis with that of other Mineral Waters you will observe that it is a combination of the four greatest classes of Mineral Waters known to science, viz. SALINE, ALKALINE, PURGATIVE and CALICIC. It acts upon the Stomach, Kidneys, Liver and Blood, and unlike other waters it does not purge, gripe or irritate. Its action is prompt gentle and healing.

It is the first and only Mineral Water ever introduced into the Hospitals in San Antonio, where it is now used universally. Dr. Amos Graves, Sr. and Dr. Amos Graves, Jr., prescribe it for the Southern Pacific Hospital at San Antonio, Texas.

I am putting this water upon the market strictly upon its merits and in a legitimate way through first-class druggists and grocers. San Antonio, Texas, Oct. 26, 1897.

To whom it may concern: This is to certify that I have used and am now using the Carrizo Springs Mineral Water for a case of catarrh in the head, of 8 years standing, and am receiving more benefit from it than any other treatment ever used, and I have used many. I have been right at the wells and consider it the best Mineral Water ever discovered.

Call on me for strictly first-class Groceries. We aim to please and your patronage is solicited.

W. N. CARL,

Francis Bk. Grocer.

Sole agent for El Paso, Texas.

Inquire of your Druggist or Grocer for it.

BOOKS New & Old Bought and Sold.

Circulating Library and all the Latest Novels.

DELLQUEST & ANDREWS,

Electric Book Store - 303 San Antonio St.

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-AND-

the Western Ry. of Ala.

THE SHORT LINE BETWEEN ATLANTA AND NEW ORLEANS.

Operate Magnificent Vested Trains between Atlanta and Montgomery, Mobile and New Orleans, at which latter point close and direct connections are made for

All Texas, Mexico and California Points.

In Addition to this Excellent Through Train and Car Service

These Railroads offer most favorable accommodations and inducements to their patrons and residents along their line. Any one contemplating a change of home can find no location more attractive nor more conducive to prosperity than is to be found on the line of these roads.

"THE HEART OF THE SOUTH"

A beautifully illustrated book giving detailed information as to the inducements and attractions along these lines, can be had upon application to the undersigned, who will take pleasure in giving all desired information.

B. F. WYLY, Jr., R. E. LITZ,

Gen. Pass. & Ticket Agt. Traffic Mgr.,

ATLANTA, GA. MONTGOMERY, ALA.

GEORGE C. SMITH, Pres. & Gen. Manager

ATLANTA, GA.



EL PASO & NORTHEASTERN

ALAMOGORDO & SACRAMENTO MOUNTAIN RY'S.

TIME TABLE NO. 2.

(Mountain Time)

Train No. 1 leaves El Paso, 10:30 a. m.

Train No. 2 arrives El Paso, 7:15 p. m.

(Daily Except Sunday)

Train No. 1 arr. Alamogordo, 2:45 p. m.

Train No. 2 lv. Alamogordo, 3:20 p. m.

(Daily Except Sunday)

Connects at Alamogordo with stage line to Nogales, Mesclero, Ft. Stanton & White Oaks

No one should leave Alamogordo without making a trip on the

ALAMOGORDO & SACRAMENTO MOUNTAIN RY

-THAT FAMOUS-

"CLOUD CLIMBING ROUTE"

-And Cool Off at-

"Cloudcroft"

The Breathing Spot of Southwest.

For information of any kind regarding the railroads or the country adjacent thereto, call on or write to

H. A. Alexander, GEN. SUPT. & GEN. F. & P. AGT.

Asst. G. & P. Agt.

Railroad Time Tables.

MOUNTAIN TIME.

SANTA FE ROUTE.

Arrives, 9:50 a. m. Leaves, 9:50 a. m.

TEXAS & PACIFIC.

Arrives, 9:15 a. m. Leaves, 2:10 p. m.

SOUTHERN PACIFIC.

Arrives, 1:30 p. m. Leaves, 3:35 p. m.

G. H. & S. A.

Arrives, 2:45 p. m. Leaves, 1:50 p. m.

MEXICAN CENTRAL.

Arrives, 7:35 p. m. Leaves, 1:40 p. m.

Leaves Juarez, 2:40 p. m.

R. G. & S. M. & PACIFIC.

Daily Except Sunday.

Arrives Juarez, 3:55 p. m.

Leaves Juarez, 8:25 a. m.

EL PASO & NORTHEASTERN.

Arrives, 6:50 p. m. Leaves, 10:30 a. m.

A SUMMER SCHOOL CHAUTAUQUA

-AND-

SACRAMENTO MOUNTAINS

At the terminus of the ALAMOGORDO & SACRAMENTO MOUNTAIN RY. in the month of June

A COMPETENT CORPS OF INSTRUCTORS AND SPLENDID ACCOMMODATIONS.

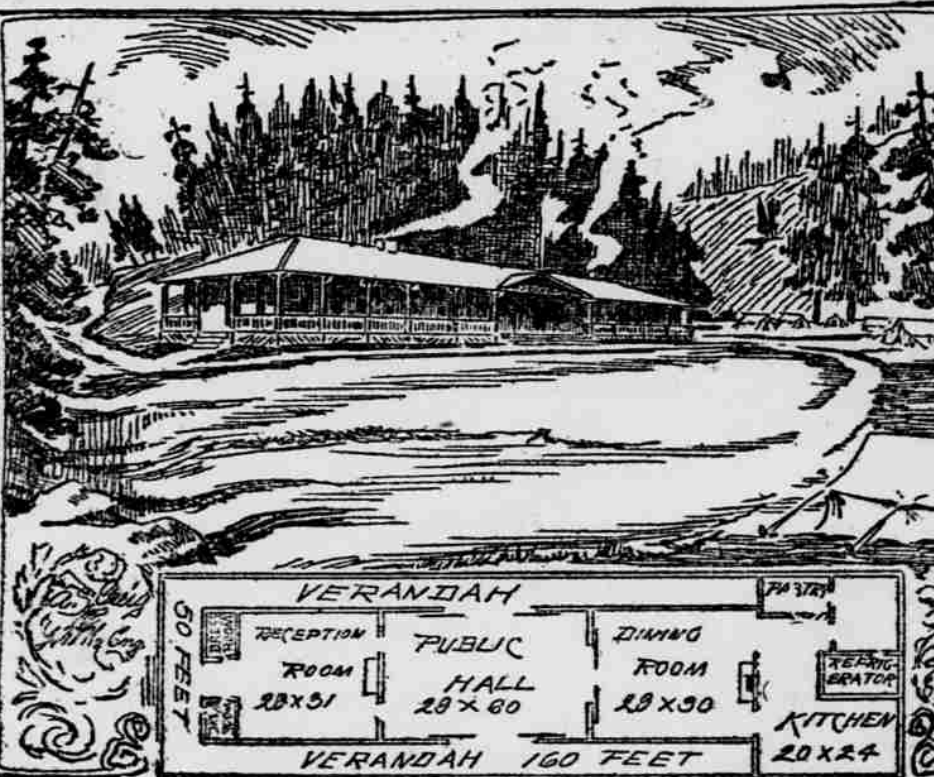
A commodious building containing dining room, assembly hall, reading rooms now under construction. Well equipped tents furnished on the grounds at reasonable prices. The novelty of camp life without drudgery. Altitude, 9,000 feet above the level of the sea! A cool refreshing atmosphere! Magnificent scenery! Dense forests of spruce and pine!

For further particulars address,

Or W. W. ROBERTSON, Supt. Public Schools, Deming, N. M.

G. P. PUTNAM,

Supt. Public Schools, El Paso.



'CLOUDCROFT,'

The New Summer Resort on the Summit of the Famous

SACRAMENTO MOUNTAINS, New Mex.,

110 Miles from El Paso, Texas,

-ON THE LINE OF THE-

WHITE OAKS ROUTE.

Comprises Dining Room, Reception Room and Amusement & Dancing Pavilion.

UNDER DIRECT MANAGEMENT OF COL. J. F. HARVEY OF ALAMOGORDO, N. M.

First-class meals furnished at rates within reach of all.

WILL OPEN JUNE 16TH

9000 feet above the level of the sea. Sheltered by dense forests of pines and balsams, carpeted with mosses, ferns and wild flowers in profusion.

"The Breathing Spot of the Southwest."

-FOR RATES AND FULL PARTICULARS APPLY TO-

H. ALEXANDER, A. S. GREIG,

Asst. G. & Pass. Agt. Gen. Supt. & F. & Pass. Agt

El Paso & Northeastern Railway,

EL PASO, TEXAS.



Try It; You will like It.

"THE RUBY"